



How to Go West.





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HOW TO GO WEST.

A GUIDE TO

SOUTHERN IOWA,
NEBRASKA, KANSAS,
CALIFORNIA,

AND THE WHOLE

GREAT WEST.

Copies of the Cheap Edition, containing all the information found herein, can
be obtained, free of charge, by addressing,

GENERAL PASSENGER AGENT B. & M. R. R.,
BURLINGTON, IOWA.

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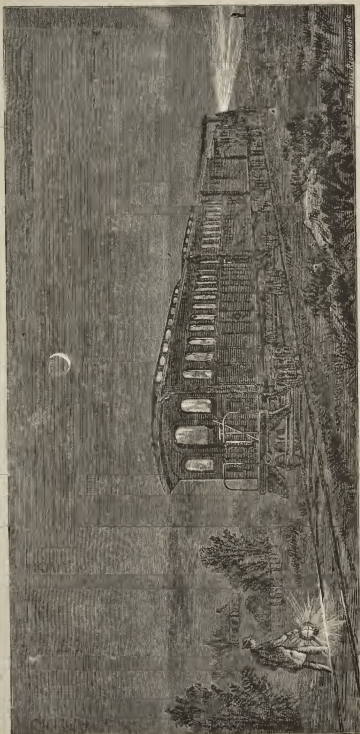




"PREVENTION IS BETTER THAN CURE."

The Night Scene, on the opposite page, presents one of the features of the Great Burlington Railroad Line—a watchful care day and night, for the safety of its passengers. Any passenger passing over the line by night, can, by standing at the rear of the train, see the glimmer of the watchman's lantern as he examines the track and bridges after the train has passed.







ON THE OPPOSITE PAGE
WILL BE FOUND
A LARGE AND CORRECT MAP
OF
THE WHOLE GREAT WEST,
WHICH MAY BE RELIED ON
FOR ITS ACCURACY.



"If it is wise always to purchase THE BEST article in preference to a poor one, even if you pay a little more for it, how much wiser is it to get the best article, when you can obtain it at the SAME PRICE."—*Dr. Franklin.*

THE BURLINGTON LINE

IS THE

SAFEST, SUREST AND BEST

ROUTE TO THE WEST,

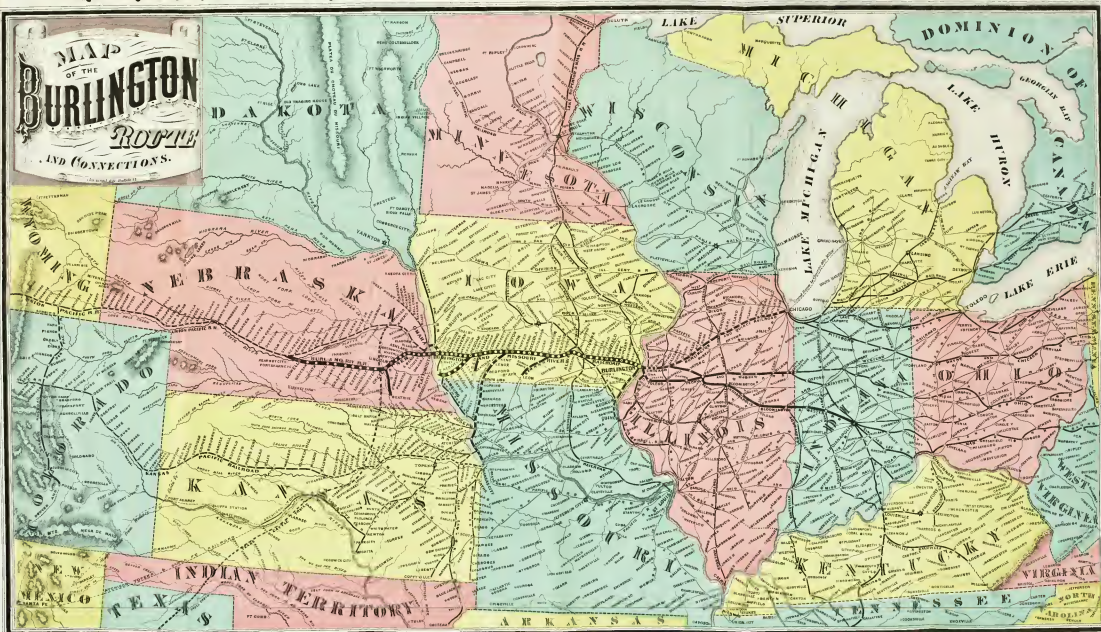
AND ITS PRICES ARE ALWAYS

AS LOW AS THE LOWEST.





MAP
OF THE
BURLINGTON
ROUTE
AND CONNECTIONS.





HOW TO GO WEST.

INTRODUCTION.

WE Americans are a migratory race. "Westward, Ho!" the watchword of our forefathers, is as full of inspiration to-day as it was an hundred years ago. A leading question for our political economists to solve, will be, as to what will become of us when, fifty years hence, we shall have discovered, and "squatted" over the whole country now in our possession? It was perhaps with this query in his mind that Secretary Seward bought up Alaska, and President Grant attempted to annex San Domingo. *We are always on the move*, either permanent or temporary, and when the character of our people is considered, it is not surprising that so many miles of railroad have been built in the last few years, both in the East and West.

Traveling as much as we do, it behooves us to be well-informed as to the railroad lines and routes passing between the various cities, for as our railroad system in this country is neither controlled, nor overlooked by any governmental power, as in France, Prussia, etc., but are all self-governing bodies, we naturally find some lines as wretchedly poor as others are thoroughly good.

While, as has been said, there are in the United States a large number of railroads, there are comparatively

BUT FEW PASSENGER LINES,

and hence the large amount of dissatisfaction we find among travelers arising from the *discomforts*, delays and dangers to which they are subjected.

The three great essentials that are required to secure a successful journey are :

- 1st. *Comfort while in transit.*
- 2d. *A quick passage and close connections.*
- 3d. The employment of the various means for securing *safety.*

All these things have been demonstrated to be attainable, but while there are many railroads that *promise* them, there are but very few that carry out their obligations.

It is the passenger's duty then to look for the truth, and in his Eastward or Westward journey to take the road that has been well built, that has track and bridges in thorough order, iron frequently and regularly tested, its track well watched day and night, good and clean coaches equipped with Miller platforms and couplers, powerful engines, through trains and coaches running between far cities, good and clean sleeping cars running regularly for night service, a reputation for "trains on time," and above all, equipped with the modern appliances for prevention of accidents, chiefest among which is the

WESTINGHOUSE SAFETY ATMOSPHERIC BRAKE,

which has already saved hundreds, if not thousands of lives.

This question of "taking the right road" is one not merely of discomfort or delay, but is often one of *danger* or *safety*, and it is the duty of every one to *look for the truth.*



CHAPTER I.

The Four Intermediate Railroad Centers.

“GO WEST” is the most popular slogan that Greeley ever uttered. Of the 1,200,000 inhabitants of Iowa, only one-third were born there; two-thirds “went West.”

The traveler who goes to the Far West from any part of the East or Southeast will necessarily pass through one of the four large Railroad Centers which lie directly in his pathway, viz: Chicago, Cincinnati, Indianapolis, or Columbus. These four cities may be properly considered intermediate starting places from which he re-embarks or makes a fresh start on his far Western journey. They are all great Railroad Centers of travel, being linked to the North and South, and East and West by a powerful system of Railroads.

If the traveler's starting point be from the far East—New England, New York, Canada, Northern Ohio, Northern Indiana, Michigan, portions of Pennsylvania, etc.—the intermediate Railroad Center which he should strike is CHICAGO, the greatest Railroad Center of the West; a city whose railroads have won an enviable reputation for *reliability in every particular*—a reputation which has come forth from the ordeal of the great fire with brighter laurels than before. From the whole section of country before mentioned, Chicago is the city which the traveler should strike, and he can readily do so by a number of first-class Railroads that connect her with the East.

If the travelers's starting point be any where in the Southeastern country, his route will be either through CINCINNATI and INDIANAPOLIS, or through COLUMBUS, and the railroad facilities for reaching these cities from the Southeast are also excellent.

These four cities—CHICAGO, CINCINNATI, INDIANAPOLIS and COLUMBUS—are the Eastern termini of a certain great system of Railroads, which, running in close connection Westward, crosses the Mississippi River at Burlington, and leads directly to seven important cities on the Missouri River, which are the Gate Cities to the whole Great West, through one of which you must necessarily pass in order to reach any Western point beyond. These Seven Gate Cities are Omaha, Lincoln, Nebraska City, St. Joseph, Atchison, Leavenworth and Kansas City.

The system of Roads connecting these cities with Chicago, Cincinnati, Indianapolis and Columbus is known as the BURLINGTON ROUTE.



CHAPTER II.

From the Four Intermediate Centers to the Seven Gate Cities.

FROM CHICAGO.

TWO trains of the CHICAGO, BURLINGTON & QUINCY RAILROAD leave Chicago daily, running through to BURLINGTON, there connecting with the BURLINGTON & MISSOURI RIVER RAILROAD, which runs direct to the Seven Gate Cities on the Missouri River. These two trains leave Chicago at about 10 o'clock in the morning and 10 o'clock in the evening, and arrive at Omaha, etc., in about twenty-four hours after. (Exact time tables are elsewhere given.)

The MORNING TRAIN runs through coaches to Omaha, Council Bluffs, Lincoln, Nebraska City, and all intermediate points, and coaches, with one change at Burlington, to St. Joseph, Atchison, Leavenworth and Kansas City.

This train also runs one or more Pullman sleeping coaches from Chicago to Omaha, Council Bluffs, etc., and runs also another Pullman sleeper from Burlington to St. Joseph, Atchison, Leavenworth and Kansas City.

This train is called the Pacific Express; it is the best, and you will be wise in taking it.

The EVENING TRAIN runs through coaches to Omaha, Council Bluffs and intermediate points, and also a through coach to St. Joseph and Atchison, while a Pullman sleeper runs from Chicago to Burlington, which latter city is reached at 8 A. M., when a sleeper is no longer required.

The whole arrangements and appointments of these trains cannot be surpassed, if equaled, anywhere, and the traveler may rely on a successful journey.

The ticket offices of the CHICAGO, BURLINGTON & QUINCY R. R. in Chicago, where tickets to all Western points are on sale, and from whence the passenger can start directly on his journey, are: In the Central Depot, foot of Lake street; in the Briggs House, cor. Randolph and Canal streets; Indiana Avenue Depot, corner Sixteenth street; No. 2 South Canal street.

FROM CINCINNATI AND INDIANAPOLIS.

From these cities, the route lies from Cincinnati to Indianapolis by the INDIANAPOLIS, CINCINNATI & LAFAYETTE R. R., from Indianapolis to Peoria by the INDIANAPOLIS, BLOOMINGTON & WESTERN SHORT LINE, from Peoria to Burlington by the C., B. & Q. R. R., and from Burlington to the Seven Gate Cities by the B. & M. R. R., as before mentioned.

From these two cities there are also two daily trains by the Burlington Route, which leave in the morning and evening with a system of through coaches and through sleepers, running through to Burlington and there connecting closely with the B. & M. R. R., while through coaches from Cincinnati and Indianapolis to Omaha, Council Bluffs, Lincoln and Nebraska City are run daily.

The ticket offices of this line in Cincinnati are in the I., C. & L. R. R. depot, and in Indianapolis at the Union Depot.

FROM COLUMBUS.

From this city the PAN HANDLE, in connection with the TOLEDO, PEORIA & WARSAW RAILROAD, runs two through trains daily to Burlington, making the same connections as above given with the B. & M. R. R., while another branch of the PAN HANDLE runs to Indianapolis, connecting there with the I., B. & W. R. R., which, as before mentioned, runs through coaches and sleepers twice daily to Burlington, connecting with the B. & M. R. R.

The office of this line in Columbus is at the depot of the PAN HANDLE road.

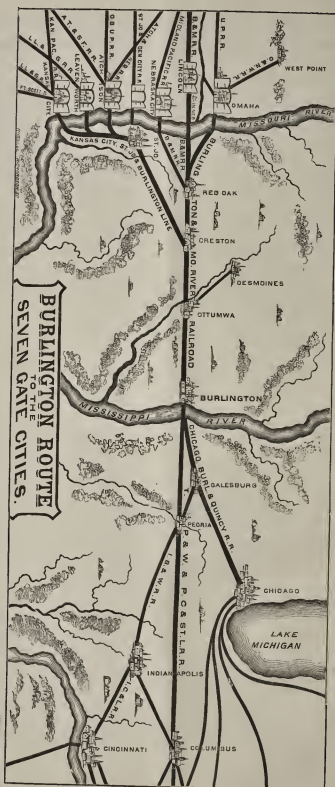
These routes are plainly seen by consulting the large map in front of the Guide.

Thus it will be seen that the traveler, having left the Eastern country, reaches one of the four intermediate cities, and makes a close connection with the Burlington Line, which conveys him directly onward to his destination. If that destination be a point beyond the Missouri River, he is carried directly to one of the Seven Gate Cities, which opens directly upon that portion of the West that he happens to be seeking.

In subsequent chapters these Seven Gate Cities are correctly and separately described.



BURLINGTON ROUTE
TO THE
SEVEN GATE CITIES.



CHAPTER III.

The Seven Gate Cities.

EVERY region has its natural gate. Prudent travelers will always choose the highway and "enter in at the gate." Shun the highway, and you will traverse lines inferior in construction and equipment, and hence miss connections, move with more risk and expense, as well as with less speed and comfort.

In these days of progress the Missouri River has become the boundary line between "the East" and "the Far West," and near the banks of this river have been built the Seven Cities which form the Gate-Ways opening on the whole Far West. These Seven Cities are rapidly becoming as famous as the Seven Hills of Ancient Rome.

1st. We have OMAHA, opening on the Pacific Railroads, and leading to Colorado, Idaho, Montana, California, etc.

2d. LINCOLN, leading to Southern Nebraska, the region of cheap railroad and Government lands, noted for their health and fertility.

3d. NEBRASKA CITY, leading to Southern Nebraska.

4th. ST. JOSEPH, leading to Northern Kansas.

5th. ATCHISON, opening on a number of railroad lines leading to Northwest and Southeast Kansas, and being pushed to Colorado and New Mexico.

6th. LEAVENWORTH, opening on the Kansas Central Railway and a branch of the Kansas Pacific, and itself a place of importance.

7th. KANSAS CITY, opening on a system of railroads leading to the Indian Territory and Colorado, and to Southern and Western Kansas.

By carefully examining the countries that are tributary to these Seven Gate Cities, we shall have an epitome of the whole region lying West of the Missouri River.

In subsequent chapters you will find a full statement of the whole country to which these same gates lead, and let your destination be where it will in the West, your journey can be readily traced. If you do not enter at the natural gates you will find your path hedged up, and amid vexatious delays, you will compare yourself to the man who, coming home drunk, and finding no hole in his door for a night key, swore that some thief had carried off the key-hole!



VIEW OF BURLINGTON—THE CENTRAL POINT ON THE BURLINGTON LINE.

THE NEWBERRY
PUBLICATION

CHAPTER IV.

BURLINGTON: the Central Point Between the Three Intermediate Cities and the Seven Gate Cities.

MAKE it your aim to pass through BURLINGTON and you will be right. Here it is that the railroads from CHICAGO, CINCINNATI, INDIANAPOLIS and COLUMBUS converge, and crossing the Mississippi River on a magnificent iron railroad bridge reach Burlington, from whence the B. & M. R. R. conveys you to all points in the West.

The BURLINGTON & MISSOURI RIVER RAILROAD, or the "B. & M.," as it is called for short, runs from Burlington direct to OMAHA, COUNCIL BLUFFS, PLATTSMOUTH and LINCOLN, with branch roads leading to NEBRASKA CITY, ST. JOSEPH, ATCHISON, LEAVENWORTH and KANSAS CITY. The distance between Burlington and these points is 300 miles, in round numbers, and on the line are found towns and railroad connections which deserve a passing notice.

Thirty miles West of Burlington lies Mt. Pleasant, the "Athens of Iowa," a little city of 6,000 people, the county seat of Henry; then Fairfield, the county seat of Jefferson, with 4,000 people, where we cross the CHICAGO & SOUTHWESTERN R. R. which leads northward to Washington. Then through Batavia and Agency to Ottumwa, one of the leading cities of Southern Iowa, where we connect with the DES MOINES VALLEY R. R. for Eddyville, Oskaloosa, Pella, (and Knoxville,) Monroe, Prairie City, Des Moines—the capital of the State, and Fort Dodge; we also connect with the NORTH MISSOURI RAILROAD for Bloomfield and Moulton. Leaving Ottumwa we pass through the great coal fields of Iowa to Albia, where we connect with the CENTRAL RAILROAD OF IOWA for Eddyville, Oskaloosa, Grinnell, Marshalltown, Ackley, Mason City. Leaving Albia, the county seat of Monroe, we

reach Chariton, the county seat of Lucas, from whence runs a branch of the B. & M. through Garden Grove to Leon. From Chariton, through Osceola and Afton, both county seats, to Creston, from whence the line to KANSAS runs through Bedford, Hopkins, Marysville and Savannah. (See map.) From Creston through Corning to Villisca, from whence a branch runs south to Clarinda, the county seat of Page, and another is being constructed north to Atlantic, the county seat of Cass. Thence to Red Oak, a thriving city situated in the Valley of the Nishnebotana, from whence the NEBRASKA CITY BRANCH runs to Nebraska City. Thence through Melrose, Glenwood and Pacific Junction to COUNCIL BLUFFS, OMAHA, PLATTSMOUTH and LINCOLN.

From all the county seats on the B. & M. R. R. stage lines run to all points of importance in Northern Missouri and SOUTHERN IOWA. The rise and progress of all *local* interests on the line of the B. & M. road have, during the past two years, been very wonderful. Blessed by nature with a healthy climate, a very fertile soil, an inexhaustible supply of water and coal, and an abundance of stone and timber for every possible future want, with most of its vast prairie lands already prepared for the plow, while the Mississippi River and railroad connections bring its supplies of lumber to the very door, it has in past years required only *railroad connection* to make it one of the most desirable countries in the world. Railroads it now possesses abundantly, and a vast immigration now in-pouring, is causing the prairie to bloom like a garden.

A view of this central point, Burlington, from whence originates the name of the "Burlington Route," will be found on page 20.





VIEW OF OMAHA — LOOKING DOWN FARNUM STREET.

CHAPTER V.

OMAHA: Gate City No. 1.

OMAHA may be justly considered the chief Gate City to the West, inasmuch as it leads to the largest number and most important sections of country beyond the Missouri River. Years ago, when the PACIFIC ROAD was a new and stupendous project, the reputation of Omaha, as the initial point, was noised all over the world, and it was probably the best known western city of America. Of late years Omaha has attracted less attention, but its material prosperity has steadily continued to increase, and its future prospects were never brighter than they are to-day.

Omaha, as a gate city, opens upon

1st. The UNION PACIFIC and CENTRAL PACIFIC RAILROADS.

2d. The OMAHA & NORTHWESTERN and OMAHA & SOUTHWESTERN RAILROADS.

3d. Colorado, New Mexico, and Arizona.

- 4th. Wyoming.
- 5th. Utah.
- 6th. Montana.
- 7th. Idaho.
- 8th. Nevada.
- 9th. Oregon.
- 10th. California.

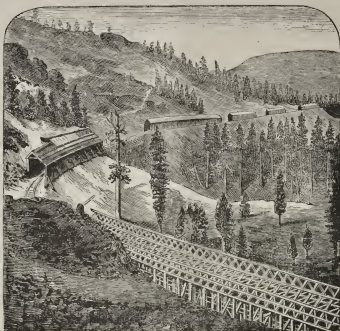
THE UNION AND CENTRAL PACIFIC RAILROADS. — In this railroad link which binds the Pacific to the Atlantic we see the triumph of American ability and energy over every contending influence of nature.

These roads have *one pure passenger* train leaving Omaha every morning at about eleven o'clock, on the arrival of the Burlington train from the East, and running through to San Francisco in four days. Besides this there is a colonist train which leaves Omaha every morning at six o'clock running to Grand Island, 154 miles distant, in about ten hours. An emigrant train also leaves Omaha in the evening carrying emigrants and freights to the Pacific coast in about eight days. (For particular information in regard to the PACIFIC ROADS, rates of fare, etc., see subsequent pages.)

Leaving Omaha we pass through Elkhorn to the little city of Fremont, from which runs in a northeasterly direction the SIOUX CITY & PACIFIC RAILROAD to Blair, West Point and Sioux City. Thence through Schuyler, the depot for Texan cattle, Columbus, Grand Island, one of Nebraska's Government Land Offices, KEARNEY JUNCTION, where the B. & M. joins the UNION PACIFIC, Plum Creek, McPherson, near the U. S. camp by that name, to North Platte, the first Division Station on the U. P. R. R. From Omaha to this point we have been traveling for 300 miles through the Valley of the Platte, in which lie a vast body of lands belonging to the UNION PACIFIC RAILROAD now for sale on liberal terms. The country is a fine one, the soil is rich, and people are pouring in rapidly and settling up these lands. (For particulars of terms see page on *Lands*.) From North Platte we pass to Julesburg, thence through Sidney and Pine Bluffs to Cheyenne, from whence the

DENVER PACIFIC runs direct to Denver, full particulars of which you will find under the head of COLORADO. Leaving Cheyenne we get into the mountains and pass through Sherman, 8,000 feet above the level of the sea, and soon reach Laramie, an enterprising town of 3,000 people. Thence through Carbon, Rawlins, and Halleck to Bryan City, from whence stage lines run regularly to Atlantic and South Pass City. (See Wyoming.) We next reach Custars, Evanston, Mintah and OGDEN, the terminus of the UNION PACIFIC RAILROAD, where we connect with the CENTRAL PACIFIC RAILROAD as well as the UTAH CENTRAL for Salt Lake City. (See Utah.)

Leaving Ogden on the CENTRAL PACIFIC RAILROAD we reach Corinne, 25 miles distant, from which regular lines of stages run to all points in Montana and Eastern Idaho. (See Montana.) Next to Kelton, from whence the NORTHWESTERN STAGE COMPANY'S LINE runs to all points in Idaho, with connections to Portland. (See Idaho.) Next to Elko, from whence a line of stages run to the White Pine mining district on the south, and to Cope, Bull Run and Bruno mining districts on the north. (See Idaho and Nevada.) From Elko to Palisade, from whence stages run regularly to Hamilton, Eureka and other points in Nevada. (See Nevada.) Thence through Mill City to Reno, an important transportation station with stage lines to Virginia City and other important points north and south in Nevada. (See Nevada.) Next to Truckee, from whence stages run to Sierraville, Lake Tahoe, and Donner Lake. Thence through Dutch Flat and Summit to Junction Station, whence the OREGON DIVISION of the C. P. R. R. runs northward to Marysville and Red Bluffs, connecting by stages with the O. & C. R. R. (See California and Oregon.) Next to SACRAMENTO, the headquarters of the C. P. R. R., and thence through Stockton, Lathrop, Niles and San Jose, we reach SAN FRANCISCO, the leading city of the Pacific Coast.



SNOW COVERING.

229 miles from San Francisco—Altitude 5,804 feet.



SNOW GALLERY.

244 miles from San Francisco—Altitude 6,954 feet.

Views on the Central Pacific R. R.

Referring now to the points to which Omaha is the Gate City, we have :

OMAHA & NORTHWESTERN RAILROAD is now completed from Omaha to Herman, 40 miles distant. It has *one passenger train each way* daily; the west bound train leaving Omaha shortly after the arrival of the train of the BURLINGTON ROAD. It passes through Blair, and is now running to Herman. At Blair connections are made for West Point.

OMAHA & SOUTHWESTERN RAILROAD is now completed to Cedar Island, 20 miles southwest of Omaha. It has *one passenger train each way* daily. It passes through Bellevue and La Platte.

COLORADO, NEW MEXICO AND ARIZONA.

Colorado, as has been shown, can be entered by the traveler either from Omaha or Kansas City. The distance from Chicago to Denver, *via* Omaha, is 1,119 miles, and 53 hours time. The distance from Chicago, *via* Kansas City, to Denver, is 1,127 miles, and 56 hours time.

The route *via* Omaha is over the UNION PACIFIC RAILROAD to Cheyenne, with close connections from there to Denver and all points in Colorado. The route *via* Kansas City is over the KANSAS PACIFIC to Denver.

The railroads of Colorado are the UNION PACIFIC and KANSAS PACIFIC, of which we have already spoken, the DENVER PACIFIC, the DENVER & RIO GRANDE, the DENVER & BOULDER VALLEY, and the COLORADO CENTRAL.

The DENVER PACIFIC runs from Cheyenne to Denver, in close connection with the UNION PACIFIC; is 106 miles in length, and has *one passenger train each way* daily. It passes through Hughes, which has a stage line to Longmount, Coburg, Evans—the seat of an excellent colony, and Greeley—the site of another colony of about 1200 souls. From Greeley a stage line runs to Big Thompson, St. Louis, Nemaqua and Fort Collins, and a semi-weekly line to Longmount.

The DENVER & RIO GRANDE RAILROAD (narrow gauge) runs from Denver south to Pueblo, a distance of 118 miles,

and has *one passenger train each way* daily. It passes through Citadel—the site of a new colony, and Colorado Springs—a noted resort for invalids, and the site of Fountain Colony, situated at the foot of Pike's Peak, thence through Little Brothers to Pueblo, its present terminus, from whence run the SOUTHERN MAIL CO.'s stages to Trinidad, Santa Fe, and all points in NEW MEXICO and ARIZONA.

The DENVER & BOULDER VALLEY RAILROAD (narrow gauge) runs northwest from Denver to Erie, 34 miles, and has *one passenger train each way* daily. Its present terminus is Erie, from whence daily stages run to Boulder City, 12 miles distant, which is famous for its magnificent scenery. Stages also run from Erie to Longmount and Burlington.

The COLORADO CENTRAL (narrow gauge) runs from Denver west to Golden City, 17 miles distant, with *one passenger train each way* daily. A double line of stages leave Golden City daily for Central City, Georgetown and Idaho. This road is being constructed onward in a westerly direction.

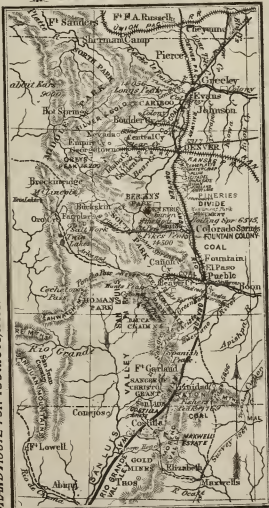
Colorado is attracting, at this time, great attention, on account of its vast mining resources, its capabilities as a great grazing State, and its peculiarly healthful climate. A map is here given of Denver and its vicinity, and the line of the DENVER & RIO GRANDE RAILROAD, the country contiguous to which has aptly been called the Switzerland of America.

The ATCHISON, TOPEKA & SANTA FE RAILROAD, which runs from Atchison through Topeka, Emporia and Newton to the beautiful valley of the Arkansas, and is now completed along this valley to the western State line of Kansas, is now being continued as a Colorado Road, either direct to Denver, or making close connections at Pueblo with the DENVER & RIO GRANDE RAILROAD for Denver, Colorado City, and all points north and south in Colorado. It is expected that by the opening of the season of 1873, this road will be one of the close connections of the BURLINGTON LINE, to Colorado and points beyond.

THE BURLINGTON ROUTE
IS THE
SHORTEST LINE
TO THE

DENVER & RIO GRANDE RAILWAY

GRAND ROUTE FOR TOURISTS, PASSING THROUGH THE FINEST SCENERY IN THE TERRITORY.



SODA SPRINGS, PIKES PEAK, MOUNT PUEBLO, SOUTH PARK, SANTA FE.

Connecting Southward to PUEBLO,
TRINIDAD, SANTA FE and all important
points in NEW and OLD MEXICO.

THE ABOVE SHOWS THAT PORTION OF
COLORADO, KNOWN AS THE
SWITZERLAND OF AMERICA.

THE
SWITZERLAND
OF
AMERICA.

PURE ATMOSPHERE.

MEDICINAL SPRINGS.

GRAND MOUNTAIN SCENERY.

PEAKS, CANONS, & CASCADES.

HOW TO REACH IT.

*The Route to Denver, and Con-
nections with the Denver and
Rio Grande Railway are
fully shown under the
head of*
COLORADO.

At Denver, the tourist connects with the Denver Rio Grande Railway for Colorado Springs, 76 miles south, passing along some of the noblest mountain scenery in the north, down Plum Creek and the Monument Valley to Colorado Springs, at the base of Pike's Peak. From Colorado Springs to Pueblo the distance is 43 miles, reached by the Denver and Rio Grande Railway. From Pueblo, stages run south daily, connecting with all important points in Southern Colorado, Old and New Mexico. From Colorado Springs to Canon City 86 miles. From this point tourists can visit the famous Canon of the Arkansas, the Iron Mountain, Salt Springs, Twin Lakes, Wet Mountain Valley, San Louis Valley, and other points of interest.

WYOMING.

Wyoming is reached only through Omaha, and by the UNION PACIFIC RAILROAD, which runs through the southern portion of this Territory. It has been but slightly developed, and the Sweet Water Mines are the mineral interests of the most importance. Stages run from Bryan Station, on the U. P. R. R., to these mines and to the Wind River Valley country. The stages leave three times weekly—the distance to Atlantic and South Pass City being about 90 miles, the fare \$15. Stages also run from Curtiss to Fort Bridger, and from Cheyenne to Fort Fetterman and Fort Laramie.

UTAH.

The UNION and CENTRAL PACIFIC RAILROADS run through the northern portion of Utah, making a junction at Ogden, from whence the UTAH CENTRAL RAILROAD runs southward through Cataract, Farmington and Keyville to Salt Lake City, the leading point in Utah. There are *two passenger trains* daily on this road, the distance being 38 miles.

There are also two other new railroad lines being built in Utah—the UTAH NORTHERN and UTAH SOUTHERN. The UTAH NORTHERN (narrow gauge) starts from Brigham City, the junction with CENTRAL PACIFIC RAILROAD, and runs to Hampton, 25 miles north, where stages connect for Logan. The line is being built rapidly to Montana. *Two passenger trains* daily on this line.

The UTAH SOUTHERN (narrow gauge) starts from Salt Lake City, and now runs through Cottonwood and Sandy to Point of Mountain, 23 miles distant. This line is being built rapidly southward.

The SOUTHERN MAIL AND EXPRESS LINE runs from Salt Lake, daily, southward through Payson, Provo, Nephi, and Fillmore to Pioche and St. George. At Payson a junction is made with stages to Tintic Mines, and at Nephi with stages to Sanabpi, and Sevier Mines.

The mines of Utah are becoming rapidly developed, and a vast body of people are pouring into the country round about Salt Lake. A map of this district is given on the next page.

NEW MINING MAP OF UTAH.

COMPILED FROM U. S. GOV'T SURVEYS.

SHOWING THE EXACT LOCATION OF THE RICHEST
AND MOST EXTENSIVE MINING DISTRICT
ON THE CONTINENT,
EXTENDING 150 MILES NORTH AND SOUTH.



MONTANA.

Montana is reached only through Omaha, and by way of the UNION and CENTRAL PACIFIC RAILROADS. The point of embarkation is Corinne, on the CENTRAL PACIFIC RAILROAD, 25 miles west of Ogden, from whence GILMORE & SALISBURY'S STAGES, running Concord Coaches with four and six horses, leave every morning, carrying passengers, express and mails to all points in Montana.

The distances and fares are as follows :

Corinne to Virginia City, 350 miles.....	\$55 00
" Helena, 450 "	65 00
" Deer Lodge, 450 "	65 00
" Fort Benton, 590 "	85 00
" Fort Shaw, 540 "	77 00
" Missonla, 585 "	80 50

There is also a branch stage line from Lovell's Junction to Bennock City; also a line from Helena to Borgeman, 75 miles. G. & S. also run branch stages to Silver Star Boulder, French Town, Pike's Peak, Flint Creek, and every point of any importance in Montana.

The stages and equipments of GILMORE & SALISBURY'S LINE are kept in first-class condition, and their line has earned an excellent reputation. The scenery along the line is said to be magnificent, and the journey to Virginia City a delightful one-at the proper season of the year.

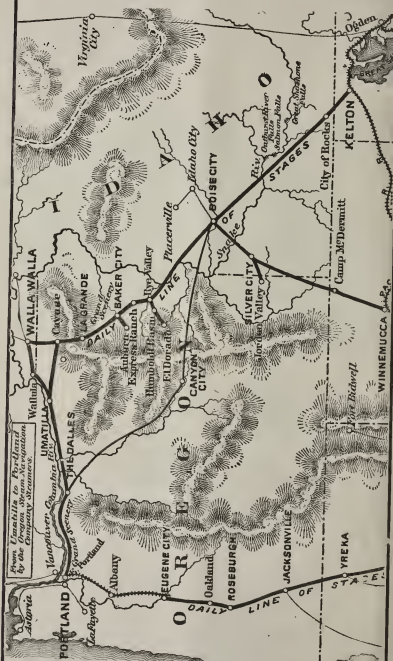
IDAHO.

Idaho is reached only through Omaha, and by way of the UNION and CENTRAL PACIFIC RAILROADS. Kelton Station, the point of embarkation, is on the CENTRAL PACIFIC RAILROAD, 92 miles west of Ogden. The NORTHWESTERN STAGE CO. runs a regular daily line of Concord Coaches from this point to all leading places in Idaho, making connections for points in Oregon. The distances are: to the Snake River Mines, 128 miles; Boise City, 243 miles; Baker City, 383 miles; Walla Walla, 525 miles; Umatilla, 530 miles. There are also branch lines from Boise City to Idaho, Placerville and Silver City; from Baker City to Eldorado, Wilber Creek and the Jem City Mines; from Walla Walla to Purce City and Wallula, and from Umatilla the OREGON NAVIGATION COMPANY'S steamers run to The Dalles and to Portland, Oregon.

A map of this line is given on the following page, and stage connections will be found on the back of map.

The through rates of fare from Eastern cities to all points reached by this line, are placed on a reasonable basis; to Colonists and Immigrants low rates are given from Omaha.

From Elko (on C. P. R. R.) a stage line also runs to Mountain City, 85 miles distant.



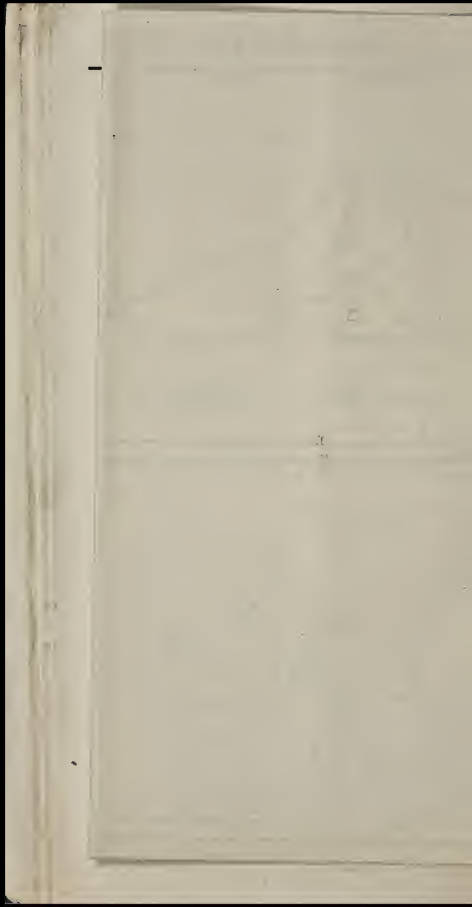
NORTHWESTERN STAGE LINES.



1. 2. 3. 4. 5. 6. 7. 8. 9. 10.
 11. 12. 13. 14. 15. 16. 17. 18. 19. 20.
 21. 22. 23. 24. 25. 26. 27. 28. 29. 30.
 31. 32. 33. 34. 35. 36. 37. 38. 39. 40.
 41. 42. 43. 44. 45. 46. 47. 48. 49. 50.
 51. 52. 53. 54. 55. 56. 57. 58. 59. 60.
 61. 62. 63. 64. 65. 66. 67. 68. 69. 70.
 71. 72. 73. 74. 75. 76. 77. 78. 79. 80.
 81. 82. 83. 84. 85. 86. 87. 88. 89. 90.
 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

OMAHA TO OGDEN AND SALT LAKE over Union Pacific R. R., and OGDEN TO SAN FRANCISCO over Central Pacific R. R.





CONNECTIONS

OF THE

NORTHWESTERN STAGE CO.

AT BOISE CITY

with Northwestern Stage Company's LINES OF STAGES for IDAHO CITY, SILVER CITY, PATERVILLE, CENTREVILLE, PIONEER CITY, and CANYON CITY, Oregon.

AT BAKER CITY

with Northwestern Stage Company's LINES OF STAGES for ELDO-RADO, WILLOW CREEK and GEM CITY MINES.

AT WALLA WALLA

with Northwestern Stage Company's LINES OF STAGES for PIERCE CITY, LEWISTON and WALLULA.

AT UMATILLA

with Oregon Steam Navigation Company's STEAMERS for THE DALLES and PORTLAND, Oregon.

TIME, UMATILLA TO PORTLAND, 30 HOURS.

THE CONCORD COACHES

(DRAWN BY FOUR AND SIX HORSES)

RUN ON THIS ROUTE.

WM. B. MORRIS,

GENERAL SUPERINTENDENT,

Boise City.

CHAS. C. HUNTLEY,

GENERAL MANAGER,

Boise City.

PARTICULAR INFORMATION ON ANY POINT

CAN BE OBTAINED AT ANY OFFICE OF

THE BURLINGTON ROUTE.

NEVADA.

Nevada is reached only through Omaha, and by the UNION and CENTRAL PACIFIC RAILROADS. The latter road runs in a southwesterly direction through nearly the centre of Nevada, with one or two important stage points, from which stages run to the rich mines of that Territory.

From Toano there is a stage line running southward four times a week, to the Silver Zone District, 20 miles, thence to the Dolly Varden District, 50 miles, thence to Shelburn, 90 miles, there connecting with GILMORE & SALISBURY'S STAGES to Pioche, 250 miles distant from Toano.

Another stage line runs from Mill City (on C. P. R. R.) to Unionville daily; distance 20 miles, fare \$3.00.

Another stage line from Palisade (on C. P. R. R.), with five Concord Coaches and six-horse teams, are run daily, by WOODWARD & ENNOR, to Mineral Hill, 36 miles, fare \$8.00; Eureka, 85 miles, fare \$20.00; Hamilton, 125 miles, fare \$25.00.

Again from Elko (on C. P. R. R.) BILLINGS & ELLIS' STAGE LINE runs three times a week to Bullion City, in the railroad mining district, 28 miles, fare \$4.00; also VAN DRILEN'S LINE runs twice a week to Mountain City, 85 miles, fare \$15.00.

Again from Reno (on C. P. R. R.) a line of stages runs daily to Virginia City, 21 miles distant, making the trip in about three hours; fare \$4.00. Another line from this point runs through Washoe City (17 miles) to Carson City, 32 miles distant, in five hours; fare \$4.00. From Virginia City there is a branch line through Gold Hill and Silver City to Dayton, 9 miles distant. From Carson City there is a branch line through Genoa and Pine Grove to Aurora, 105 miles distant; and another line through Genoa and Markleville to Silver Mountain.

Again, from Battle Mountain (on C. P. R. R.) a daily line of stages runs through Warm Springs to Austin, 96 miles distant; time 17 hours, and fare \$15.00. At Austin connections are made with other stage lines for Belmont, Tayahe City, Washington, Ione City and Ellsworth.

OREGON.

Oregon may be reached from the east by way of the stage line from Kelton to Umatillo, and thence by boat on the Columbia River, as mentioned in notes on Idaho; but the adopted line is *through California*, from whence it is reached by two routes:

First—By *steam* from San Francisco, called the NORTH PACIFIC TRANSPORTATION COMPANY, which runs steamers every week, touching at Astoria, and reaching Portland in four days; the distance being about 650 miles.

Second—By CENTRAL PACIFIC RAILROAD from San Francisco to Red Bluffs, 273 miles; from Red Bluffs to Oakland, Oregon, by CALIFORNIA & OREGON STAGE LINE, and from Oakland to Portland, 181 miles, *via* OREGON & CALIFORNIA RAILROAD.

The OREGON & CALIFORNIA RAILROAD is now completed from Portland to Oakland, a distance of 181 miles, and runs *one pure passenger train* daily each way, passing through Salem—the capitol of the State, Albany and Eugene, both points of importance to Oakland, where stage connections are made as above mentioned.

At Portland connections are made with the OREGON CENTRAL RAILROAD, a new line running to Hillsboro' and Cornelius, and with steamers and vessels running to Port Townsend, Olympia, Victoria, San Juan and Sitka; also with the OREGON STEAM NAVIGATION CO.'s steamers for the Dalles, Wallula, and all points on the Upper Columbia.

CALIFORNIA.

No section of country lying west of the Missouri attracts so large and various a travel as California. The tourist, the merchant, the invalid, the artisan, the miner, the immigrant, and hosts of others daily wend their way thitherwards. The only direct route thereto is by way of the UNION and CENTRAL PACIFIC ROADS from Omaha to San Francisco, its chief city. The CENTRAL PACIFIC ROAD passes almost through the centre of California, running east and west, with two branches leading to northern and southern California respectively. The northern branch

leads from the Junction (18 miles east of Sacramento) to Marysville, Chico, Tehama, and connects at Red Bluff with stages running to Oakland, the southern terminus of the OREGON & CALIFORNIA RAILROAD for Portland, Salem, Albany and Oregon City. The southern branch leads from Lathrop, 80 miles east of San Francisco, to Merced, from whence stages run to the Yosemite Valley and Big Trees—thence to 'Frisco, from whence stages run to Visalia. The SOUTHERN PACIFIC RAILROAD also runs from San 'Frisco through Lathrop, San Jose, to Sipton, whence first class stages connect for LOS ANGELOS. The SOUTH PACIFIC RAILROAD also runs from San Francisco through Petaluma, Santa Rosa and Heraldsburg to Cloverdale. Besides these lines, the CENTRAL PACIFIC has a number of minor branches running to, unimportant points in California, and there are a large number of stage lines also running to points of more or less importance, full particulars of which can be found in Bancroft's Guide, published by A. L. Bancroft & Co., 721 Market Street, San Francisco.

The Steamship Lines running from San Francisco are:

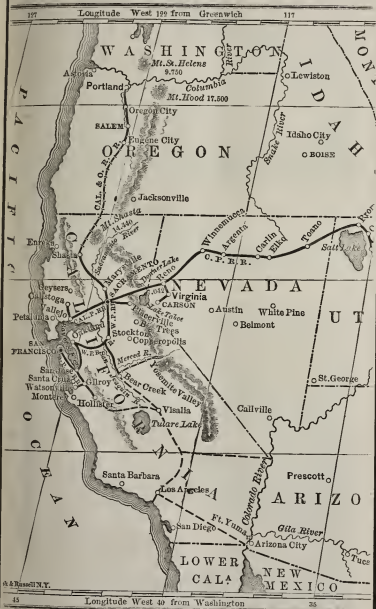
THE NORTH PACIFIC TRANSPORTATION COMPANY.—Steamers leave San Francisco every week for Astoria and Portland, making connections for Monticello, Victoria, Dalles, and all points on the Willamette River, and connecting at Portland with the OREGON & CALIFORNIA R. R. Rates of fare are, to Portland, \$30.00 first-class, \$15.00 second-class; to Astoria the same.

THE AUSTRALIAN LINE OF STEAMERS—Running monthly *via* Honolulu and New Zealand to Australia, leave San Francisco at mid-day. The through rates of passage are made low to meet competition from the Eastern cities and European points.

THE PACIFIC MAIL STEAMSHIP COMPANY.—This line has eight steamers, leaving San Francisco on the 1st and 16th of each month, at mid-day, for Japan and China. Through rates are made in same manner as above stated.

There are also steamship lines running from San Francisco to Santa Barbara and San Diego four times per month, to Santa Cruz daily, to Victoria twice a month, to Petaluma every day.

Probably one of the chief points of interest in California is the world-renowned Yosemite Valley and the Big Trees. A map of the route will be found on page 41.





TRUCKEE RIVER.

275 miles from San Francisco—Altitude 5,100 feet.



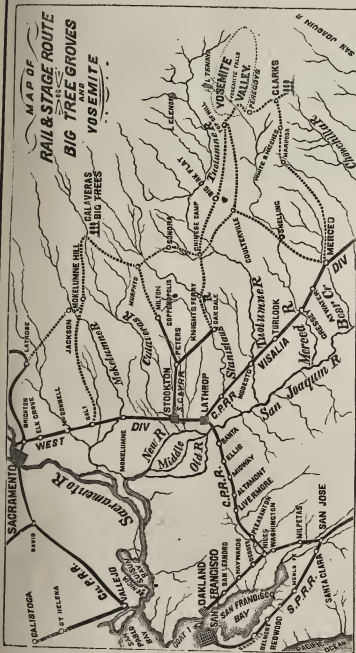
SUMMIT OF SIERRAS.

243 miles from San Francisco—Altitude 10,000 feet

Views on the Central Pacific R. R.

NEW ROUTE FOR 1872 AND 1873,

Via the VISALIA DIVISION of the CENTRAL PACIFIC R. R., from LATHROP to MERCED, Mariposa, Clarks, and Inspiration Point; or via COULTERVILLE to GENTRY'S (Top of the Hill); or via STOCKTON & COPPERPOLIS RAILROAD, to Oakdale, or Milton, Calveras, Big Trees Grove, Chinese Camp, and Gentry's, making BUT EIGHT MILES horseback ride between Gentry's (Top of the Hill) and the Valley.





VIEW OF LINCOLN—FROM THE BURLINGTON RAILROAD DEPOT.

LINCOLN: Gate City No. 2.

Lincoln is one of those Western marvels of which Americans may be justly proud. Born only four years ago, it has become a little city of 4,000 inhabitants, with three Railroads, a State University, a fine wholesale business, and many other signs of energy and thrift.

Lincoln has but one railroad running West, the BURLINGTON & MISSOURI RIVER RAILROAD in Nebraska. This road, a "relative" of the BURLINGTON & MISSOURI RIVER, connects with that road at Plattsmouth, from which point it runs 55 miles through Ashland to Lincoln. West of Lincoln the road passes through Crete, a new and energetic town, from which there is a branch south to Beatrice, one of Nebraska's Government Land Offices, and near the PLYMOUTH COLONY, then through Dorchester, Fairmont, the site of an Illinois Colony, Grafton, Harvard, Juniatta, the site of a Michigan Colony, to LOWELL, one of the most promising young towns in the West, the county seat of Kearney county and the seat of a Government Land Office; thence to KEARNEY JUNCTION, where it joins the U. P. R. R. 190 miles West of Omaha. This section of country to which Lincoln is the Gate City is not large, but is of

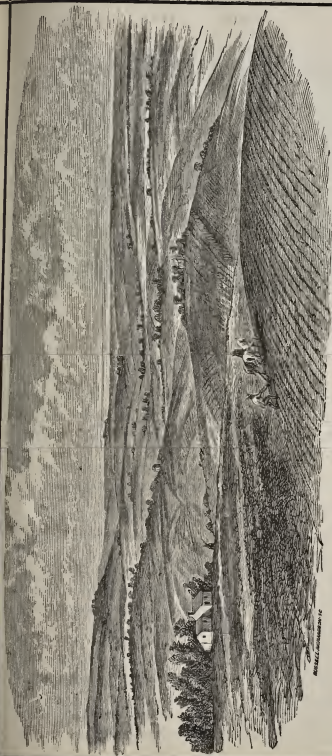
vast importance. It is a country as beautiful, as healthy and as fertile as any in the world; and to crown this it is a new country, a country of *cheap homes* and *free* farms. It is a country which needed only transportation facilities to make it the equal of any portion of the United States. These facilities it has obtained, and its progress during the past year has been and continues to be wonderful.

Lincoln is the headquarters of the B. & M. R. R. Nebraska Lands, and has a Government Land Office; the two other Government Land Offices are at Lowell and Beatrice. Truthful views of this country will be found on subsequent pages.





VALLEY OF THE BIG BLUE, SOUTH OF SEWARD NEB.
Views of Nebraska Scenery. See page 72.



PRAIRIE, TEN MILES EAST FROM LINCOLN, NEB.

Views of Nebraska Scenery. See page 72.



VIEW OF NEBRASKA CITY—LOOKING WEST.

NEBRASKA CITY: Gate City No. 3.

Nebraska City, one of the termini of the BURLINGTON & MISSOURI RIVER R. R., is a city of considerable local importance, being surrounded by one of the finest farming and grazing countries in the West. It was at one time the chief city of Nebraska, the Overland Route across the Plains to the Territories, California, etc., having this as one of its chief starting points, and even at this day, many of the large cumbersome wagons used for teaming across the Plains, may be seen rotting in the environs of the city.

The growth and progress of Nebraska City during the past ten years has been steady and rapid. It now has a population of about 8,000 people, and is increasing yearly. It has one railroad running westward, the MIDLAND PACIFIC, a recently constructed road.

The MIDLAND PACIFIC runs from Nebraska City 58 miles to Lincoln. It has one pure passenger train daily, leaving Nebraska City at about 3:30 P. M., and reaching Lincoln at 7:00 P. M. The only important station on the line is Palmyra, 34 miles west of Nebraska City, in the vicinity of which several Colonies are located.



VIEW OF ST. JOSEPH, MO.

ST. JOSEPH: Gate City No. 4.

St. Joseph, on the east bank of the Missouri River, opposite to the northwest corner of Kansas, is one of the leading cities of the West—and of large commercial importance. It is the entering point to Northern and Northwestern Kansas.

The ST. JOSEPH & DENVER RAILROAD is at present the only road running west from this city. It is completed to Alexandria, 167 miles west, and has *one pure passenger train* daily. Its chief towns are Troy—the crossing of the ATCHISON & NEBRASKA RAILROAD (see Atchison), Wathena, Hiawatha, Marysville—a new but important point for Western immigration, and Hanover, from whence a stage line runs to Washington, the county seat of Washington county, and to Bethville and Scandanavia in Republic county. This road is being built rapidly in a northwesterly direction.

A handsome Railroad Bridge is rapidly approaching completion at St. Joseph, crossing the Missouri River directly opposite the city.



VIEW OF ATCHISON—LOOKING NORTH.

ATCHISON: Gate City No. 5.

Atchison has within the last two years commenced to vie with Kansas City as the leading entrance point to Kansas. It is an active and rapidly growing town of about 18,000 people. The trains of the Burlington Route arrive here twice daily, morning and evening, connecting with the trains of the Western Roads, which are the ATCHISON, TOPEKA & SANTA FE RAILROAD, the CENTRAL BRANCH of the UNION PACIFIC RAILROAD, and the ATCHISON & NEBRASKA RAILROAD.

The ATCHISON, TOPEKA & SANTA FE RAILROAD runs Southwest from Atchison, and is now completed 290 miles to Fort Larned. It runs *one pure passenger train* daily, leaving Atchison in the morning on the arrival of the train of the Burlington Route. This road is a most important one, and in a short time will be the leading route to New Mexico—the line is being built rapidly on towards Santa Fe. Leaving Atchison on this road we pass through Topeka, the capital of the State, where we cross the KANSAS PACIFIC RAILROAD, from thence through Carbondale, Burlingame, Osage City to Emporia, where connections are

made with the MISSOURI, KANSAS & TEXAS RAILROAD for Humboldt, Parsons, New Chicago, Neosho, Council Grove, etc.; stages also run from here to Eureka. The next point of importance is Cottonwood Falls, from whence stages run to Chelsea and points in Southern Kansas; Florence, from whence stages run to Eldorado, Winfield, Arkansas City, Howard, Marion Centre, and Plum Grove; from thence through Newton and Hutchinson to Fort Larned, the present terminus. There is also a branch from Newton to Wichita, an important point on the Arkansas River, from whence large amounts of Texan cattle are being shipped. The leading feature of interest in connection with this road is the excellence of the country through which it passes. Well timbered in most portions thereof, stone and coal directly at hand or within easy means of transportation, well watered, and with a novel, but thorough system of *natural irrigation*, the lands of this section of country offer large inducements to the immigrant. The R. R. Co. owns over 3,000,000 acres of land, which they are selling on easy terms to actual settlers.

The CENTRAL BRANCH UNION PACIFIC RAILROAD is completed 100 miles west from Atchison to Waterville, and runs *one passenger train* daily, leaving Atchison in the afternoon. It passes through Farmington and Muscotah to Natawaka, from whence a daily line of stages run to Holton, 10 miles away; from thence through Centralia, Barretts and Irving to Blue Rapids, the site of the Genesee Colony of New York; from thence to Waterville, the terminus, a new and progressing town from which run lines of stages to Marysville, Washington, Clyde and Concordia. The ATCHISON & NEBRASKA R. R. runs to Sterling, 112 miles distant, and is being built to Lincoln, Neb., striking that city from the south. It has *one passenger train* daily, leaving at about noon. Its principal stations are Troy—the crossing of the ST. JOE & DENVER CITY RAILROAD, White Cloud, Rulo, on the Missouri River, Falls City and Table Rock. A company has been organized for the purpose, and a Railroad Bridge will probably be built across the Missouri at an early day, at Atchison.



VIEW OF LEAVENWORTH—ON FRONT STREET.

LEAVENWORTH: Gate City No. 6.

Leavenworth, a city of large commercial importance, lies on the west bank of the Missouri River, half way between Atchison and Kansas City. The view of the city shown above is taken from the street fronting the river, on which one of the Railroad depots is located. Within three miles of the city is located Fort Leavenworth, which has been for many years one of the principal Military Posts of the West, and is now the Headquarters of the Department of the Missouri.

Leavenworth has two railroads running west:

1st. The LEAVENWORTH BRANCH of the KANSAS PACIFIC running southwest, with no intermediate points of importance, and making a junction with the KANSAS PACIFIC MAIN LINE at Lawrence.

2d. The KANSAS CENTRAL RAILROAD (narrow gauge) which is now being operated to Holton, the county seat of Jackson county, 56 miles west of Leavenworth. This road runs *one pure passenger train* daily, leaving Leavenworth in the morning; a mixed train leaves in the afternoon. It is anticipated that this road will be built directly westward through to Colorado.

A handsome Railroad Bridge crosses the Missouri at Leavenworth.



VIEW OF KANSAS CITY — AROUND THE UNION DEPOT.

KANSAS CITY: Gate City No. 7.

Kansas City, with about 40,000 people, is the leading Gate City to Kansas. Its Railroads are: the KANSAS PACIFIC, MISSOURI RIVER, FORT SCOTT & GULF, and LEAVENWORTH, LAWRENCE & GALVESTON.

The KANSAS PACIFIC RAILROAD runs from Kansas City to Denver, a distance of 638 miles. It has *three passenger trains* daily West-bound — an Express, leaving at night and running to Denver; a Mail in the morning, running to Brookville, 200 miles; and an Accommodation in the evening, running to Topeka, 67 miles. Wyandotte lies a few miles distant from Kansas City, and is connected by accommodation trains. The first point of importance west of Kansas City is Lawrence, which has a branch of the L., L. & G. R. R. running thereto. Passing through Parry and Medina we reach Topeka, the capital of the State and point of junction with the A., T. & S. F. R. R., and a thriving city of 8,000 people. Hence to Wamego, which has a stage line running to Alma; hence to Manhattan, a thriving town situated at the confluence of the Kansas and Blue rivers; then through Fort Riley to

Junction City, a large point where the M., K. & T. R. R. intersects the K. P.; then Abilene, a large Texas stock shipping point, and where are located a number of colonies from the East; thence through Solomon City, Salina, Ellsworth and Kit Carson to Denver, which has already been treated as the terminus of the Denver Pacific.

The MISSOURI RIVER, FORT SCOTT & GULF RAILROAD runs from Kansas City to Baxter, 159 miles south, and has *two passenger trains* daily, morning and evening, running through to Baxter, and an accommodation, running in the afternoon to Paola, 43 miles. Crossing the L., L. & G. at Olathe, and the M., K. & T. at Paola, we reach Les Cygnes, and from thence to Pleasanton, which has a daily stage to Mound City, 7 miles distant; from thence to Fort Scott, a new and enterprising town of 5,000 people, through which also runs a branch of the M., K. & T. R. R.; thence through Girard and Columbus to Baxter Springs, the terminus and a thriving town of 2,000 people. From Baxter a daily stage line runs to Lowell, and other lines to Neosho, Fort Smith and Van Buren.

The LEAVENWORTH, LAWRENCE & GALVESTON RAILROAD runs south to Parker, 143 miles, and has *two passenger trains* daily, leaving in the morning and evening. Leaving Kansas City, we pass through Olathe to Ottawa, a thriving town of 4,000 people; with stages running to Pomona, 10 miles distant, and situated in the valley of Marvis de Cygnes; from Ottawa a branch of the L., L. & G. runs to Lawrence; hence to Garnett, and passing through Divide reach the Neosho Valley, and enter Iola, a town of 1,000 people, with a stage line running to Geneva, Carlisle, and Neosho Falls; hence through Humboldt and New Chicago to Tioga, where a junction and transfer of passengers is made with the M., K. & T. R. R.; hence through Thayer and Cherryvale to Parker, the terminus, from which stages run to all points south.

HOMESTEADS AND PRE-EMPTIONS

IN

NEBRASKA AND KANSAS.

I. What is a Homestead?

It is an uncultivated farm given by the United States to any man or woman who lives on it and cultivates it for five years. The whole cost is \$18.00 for 160 acres, and \$4.00 of this is not payable for five years. Outside of the Railroad Limits, the size of a Homestead, free to any one, is 160 acres, within the Limits it is 80 acres, except to Soldiers who have served 90 days, who are allowed to take 160 acres in the Railroad Limits.

II. Who may become a Homesteader?

Any man, or any woman — that is, any native of a legal age, and any foreigner who has declared his intention to become a citizen, which any immigrant may do on the very day that he lands in America.

III. How does one become a Homesteader?

He goes to the United States Land Office, and has free access to maps showing all the vacant land in the region. Having chosen the land he thinks will suit, he goes and examines it, returns to the Land Office, makes an application for it on a form furnished him by the officer there, pay the fees for recording, (at most \$14.00,) and is then master of the land he has chosen. All this business he can do — though not as well — through the Clerk of the County in which the land lies. The Homesteader must begin to occupy his land within six months after his application is put on record, and he may journey away from his land at will, if not absent more than half a year at once, and provided that he fixes his residence nowhere else.

IV. Can a man become full owner of his farm sooner than at the end of five years?

Yes. After six months residence, he can at any time purchase his land by paying the Government price, the highest of which is \$2.50 per acre, and the lowest half that sum; and this is what is called PRE-EMPTION.

HOMESTEADS now abound in Nebraska, and the building of railroads has caused thousands to pour in there during 1871, and the crowd will be larger in 1872. Kansas also has lands still open to Homesteaders, particularly on the Line of the Atchison, Topeka & Santa Fe R. R.

The LAND OFFICES are as follows:

NEBRASKA.

SOUTH PLATTE DISTRICT,	- - -	Lincoln, on B. & M. R. R.
REPUBLICAN	" - - -	Beatrice, on B. & M. R. R.
"	" No. 1, - - -	Lowell, on B. & M. R. R.
NORTH PLATTE	" - - -	Grand Island, U. P. R. R.
DAKOTA	" - - -	Dakota City.
WEST POINT,	" - - -	West Point, on U. P. R. R.

KANSAS.

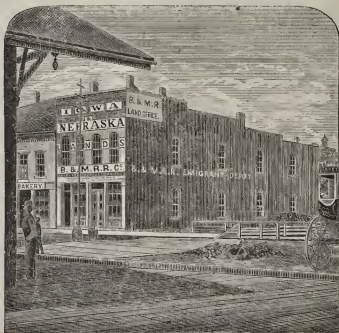
TOPEKA DISTRICT,	- - -	Topeka, on K. P. R. R.
HUMBOLDT	" - - -	Humboldt,
ARKANSAS	" - - -	Augusta,
WESTERN	" - - -	Salina,
REPUBLICAN	" - - -	Concordia.

ALL THESE PLACES CAN BE REACHED BY
THE BURLINGTON ROUTE.

See Large Map in front of Book.



View of the B. & M. R. R. EMIGRANT HOME, at Lincoln, Neb.



LAND OFFICE AND EMIGRANT DEPOT AT BURLINGTON.

WESTERN RAILROAD LANDS

Burlington & Missouri River Railroad

Land Grant is over 2,000,000 Acres

IN IOWA AND NEBRASKA; 351,706 acres sold in less than two years to 3,288 buyers. The rest for sale. **LOCATION**—On this and other Railroads, for 732 miles, in the Southern and most populous belt of both States, between Burlington, Iowa, and Kearney Junction, Nebraska. This is the region for grain and grazing, and good for fruit. **CHARACTER**—Rolling Prairies and Valleys of tree-skirted streams. (See engravings.) **PRICES**—Vary with quality and location, from \$4.00 to \$12.00 per acre. **PRODUCTS** will pay for land and improvements. **PAYMENTS**—Interest for only two years, and afterwards one-ninth of the balance annually until paid. **DISCOUNT**—20 per cent. if all or one-third paid down, and the rest in one and two years with 10 per cent. interest. **A FREE PASS**—Exploring tickets are sold in Burlington, Plattsmouth, Omaha, and Lincoln, and cost allowed in first payment, if land is bought in thirty days from the date of ticket. This gives a free pass in the State where the land is bought. Address

GEO. S. HARRIS, Land Com.
Burlington, Iowa.

Union Pacific Railroad.

12,000,000 Acres Land—3,000,000 Acres of Farming and Grazing

Lands in Platte Valley now for sale, at prices ranging from \$2.00 to \$10.00 per acre, situated within 20 miles of the Railroad track, between OMAHA and NORTH PLATTE. **TERMS OF PAYMENT**—One-fifth of principal on purchase, no payment second year, except 6 per cent. on balance of principal; each subsequent year, one-fifth of principal, with 6 per cent. interest, until paid. Ten per cent. discount for cash. For further particulars, address or apply to

O. F. DAVIS, Land Com.
Omaha, Nebraska.

Leavenworth, Lawrence & Galveston Railroad.

About 500,000 Acres in Kansas,

Extending 20 miles on either side of the Road for 200 miles from LAWRENCE to COFFEEVILLE. Prices range from \$4.00 to \$10.00 per acre. **TERMS**—First payment, interest at 7 per cent. from time of purchase to 1st of January following; second payment, interest for one year from 1st of January; third payment, one-seventh of principal without interest; all subsequent payments are one-seventh of principal, with 7 per cent. interest, until paid. For particulars, address

JOHN W. SCOTT, Land Com.
Tioga, Kansas.

Atchison, Topeka & Santa Fe Railroad.**3,000,000 Acres Land,**

Within 10 miles of the Road, from TOPEKA to NEWTON, the western State line of Kansas. These lands are situated in the magnificent valley of the Arkansas. Prices from \$1.50 to \$10.00 per acre. TERMS—One-tenth cash at time of purchase, and 7 per cent. interest on balance; first and second years thereafter, only the interest on balance; fourth year, and each year after, one-tenth of principal, with 7 per cent. interest. For full particulars, address or apply to

D. L. LAKIN, Land Com.

Topeka, Kansas.

Missouri River, Fort Scott & Gulf Railroad.**350,000 Acres Land,**

Located in Bourbon, Crawford and Cherokee Counties, Kansas. Prices from \$4.00 to \$12.00 per acre. TERMS—First payment, one-seventh of principal at date of purchase; second, interest only, January 1st following; balance in six annual payments, with 7 per cent. interest. For further particulars, address

JOHN A. CLARK, Land Com.

Fort Scott, Kansas.

Missouri, Kansas & Texas Railroad.**1,300,000 Acres in Kansas,**

Extending 20 miles on each side of the road for 180 miles from JUNCTION CITY to CHETOPA. Prices are from \$2.00 to \$10.00 per acre. TERMS—One-tenth down; no payment second year except 10 per cent. interest; one-tenth every year after until completion of payment, with annual interest at 10 per cent. For particulars, address or apply to

J. T. GOODENOW,

Neosha Falls, Kansas.

Kansas Pacific Railroad.**About 6,000,000 in Kansas and Colorado,**

Extending 20 miles on each side of the Road for 535 miles, from WAMEGO to DENVER. Prices from \$2.00 to \$6.00 per acre. TERMS—One-fifth cash at time of purchase; end of year only interest on balance at 6 per cent.; end of each subsequent year, one-fifth of purchase money and accrued interest at 6 per cent. For particulars, address

JNO. P. DEVERROUX, Land Com.

Lawrence, Kansas.

Central Branch Union Pacific Railroad.**1,280,000 Acres Land,**

Located adjacent the Railroad in the northern tier of counties in Kansas. Prices from \$2 to \$10 per acre, and on three, four, six or ten years credit. Send for maps, plats, and descriptive circulars, to

W. E. DOWNS, Land Com.

Atchison, Kansas.

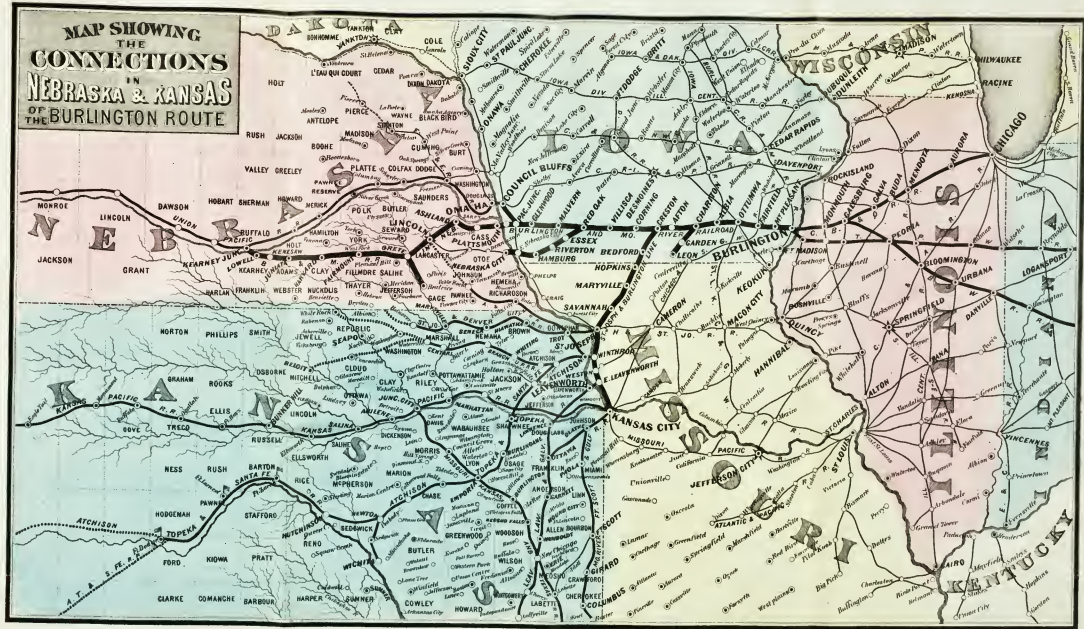
FOR LOCATION OF ALL THESE LANDS SEE MAP ON FOLLOWING PAGE.



starting points, at CHICAGO, COLUMBUS and INDIANAPOLIS, and expanding Westward into seven termini in Nebraska and Kansas at Omaha, Lincoln, Kansas City, St. Joseph, Nebraska City, Atchison and Leavenworth.

As the Russian Duke pushed Westward for his buffalo

MAP SHOWING THE CONNECTIONS IN NEBRASKA & KANSAS OF THE BURLINGTON ROUTE



Central Branch Union Pacific Railroad.

1,280,000 Acres Land,

Located adjacent the Railroad in the northern tier of counties in the western part of Kansas. Prices from \$2 to \$10 per acre, and on three, four, or ten years credit. Send for maps, plats, and descriptive circulars, to

W. E. DOWNS, Land Commissioner,
Atchison, Kansas.

FOR LOCATION OF ALL THESE LANDS SEE MAP ON FOLLOWING PAGE

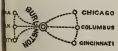


THE BURLINGTON ROUTE.

CIBBON, the historian, dwells glowingly on the highway from end to end of the Roman world, that from Glasgow to Jerusalem, a distance of 3,709 miles. At this stupendous work was only one-twelfth the length of the railroads now in the United States, and was not much longer than the miles of track already laid down in Iowa.

Railroads were in the outset far less perfect, while more complicated and costly than they have since become. The law of Progress has governed them, as it indeed governs everything. Some Western Roads have profited by Western Experience, and from their beginning have introduced those modern appliances for reducing the *risks of travel to a minimum* and the *comfort to a maximum*. Examples of such appliances are the Miller Platform and Coupler, Westinghouse Safety Air Brake, (which would have prevented the Revere catastrophe near Boston,) Pullman's Sleepers, Pullman's Dining Cars, Passenger coaches running through from far cities to far cities. Travelers from Europe and the far East wonder at seeing these things on the banks of the Mississippi.

A good illustration of such a grand Highway is the BURLINGTON ROUTE—a Railroad Line shaped like an Hour Glass—or if you will—a Wine Glass, thus:



compressed at BURLINGTON in order to cross the Mississippi River on one of the finest Iron Bridges in the world. Expanding Eastward into three terminating points, at CHICAGO, COLUMBUS and INDIANAPOLIS, expanding Westward into seven termini in Nebraska, Kansas at Omaha, Lincoln, Kansas City, St. Joseph, Omaha City, Atchison and Leavenworth.

As the Russian Duke pushed Westward for his buffalo

hunt, he probably contrasted his Pullman car and magnificent train with the traveling carriage of his ancestress, the Empress Catharine, as it stands in the Kremlin at Moscow. Its reach is a tree trunk with the bark on. Its body on the inside studded with a score of mirrors, set in crimson and gold,—was large enough to contain the Empress and a dozen of maids of honor. It was drawn by four and twenty horses, four abreast, and consumed twenty days in traversing the four hundred miles between Moscow and St. Petersburg. What an advance in a century! Common men may now travel twenty-four times as swiftly, and more than twenty-four times as comfortably as could the Empress of all the Russias, in 1772.



WESTINGHOUSE SAFETY AIR BRAKE USED ON THE BURLINGTON ROUTE.



View of a Coach and Engine Equipped with the Brake.

On the right hand side of the locomotive will be seen an Upright Direct-Acting Air Pump, (see A B), which draws its steam power from the Boiler, and pumps air into the Reservoir (C) which may be seen directly under the Cab; under each car of the train may be seen a Cylinder (E) firmly bolted in such a position that the Piston acts directly on the lever now used for the ordinary Hand Brake. The pressure of air is conducted from the Reservoir (C) by a line of $\frac{3}{4}$ inch gas pipe, running the length of the train, and connecting with each Cylinder by a $\frac{1}{4}$ inch elbow. The Pump (A B), is entirely self-acting, its power being obtained from the pressure of steam in the Boiler, and as that pressure rises it gives power to the Pump, which immediately commences forcing air into the Reservoir (C), or when the Engineer applies a portion of the air in the Reservoir (C), to the Brake for the purpose of stopping the train, the Pump immediately acts vigorously, without attention from the Engineer, and fills up the deficiency of pressure in the Reservoir. The Engineer, therefore, by merely turn-

ing the three-way cock (F), which stands at his right hand, draws a supply of compressed air from the Reservoir into the Cylinder (E), the Piston of which acts directly on the lever of the Hand Brakes, and equally stops every car on the train almost immediately. The compressed air used in stopping the train is instantly released by BASSETT'S Improvement, which allows it to escape at each Cylinder simultaneously the instant the Engineer transverses the three-way cock. The quantity of steam used in pumping the air into the Reservoir is scarcely perceptible, and the time necessary for the pump to restore the pressure varies from one to two minutes. The coupling attaching the Air Pipes at the different cars, are so arranged that should any of the cars become detached, the coupling also detaches, the valve closes, the compressed air is retained, and the Brake remains effective on both portions of the train. At Chicago, November 26th, 1869, a train running 40 miles an hour was stopped in 370 feet.

No Railroad is absolutely safe without the SAFETY AIR BRAKE. The BURLINGTON ROUTE is the only Line West of Chicago equipped therewith.

SLEEPING ON THE BURLINGTON ROUTE.

The word "PULLMAN" may be said to have lost its original meaning as signifying an individual, and is now used as the synonym of

COMFORT, LUXURY AND SAFETY IN TRAVELING.

In these PULLMAN CARS, the Passenger obtains the Luxury of the Drawing Room by day, and the comforts of a Clean and Neat Bed by night, while speeding onward at 30 to 35 miles an hour.



The above Cut, taken from a Photograph, represents the interior of a

PULLMAN
DRAWING-ROOM and SLEEPING COACH,
SUCH AS ARE RUN ON THE
BURLINGTON ROUTE.

EATING ON THE BURLINGTON ROUTE.

An Eating-House on Wheels—an ELEGANT RESTAURANT within a Car—eating leisurely at a table d'hote while traveling at the rate of 35 miles an hour, would, ten years ago, have been considered a chimera, and Barnum would have made another fortune had he placed one on exhibition. To-day they are regularly run on the

PACIFIC AND ATLANTIC EXPRESS TRAINS



ON THE

BURLINGTON ROUTE.

The difference between this system and the other of "Ten Minutes for Bolting," can be appreciated only by those who have experienced it.

MEALS, WINES, ETC., ARE PROVIDED
AT REGULAR EATING-HOUSE RATES.

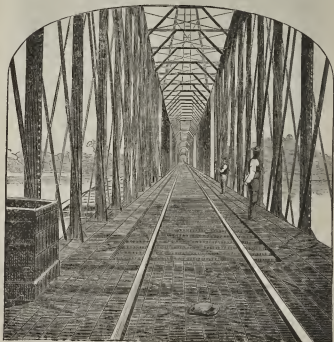
COACHES, ENGINES, TRACKS, BRIDGES,
AND
GENERAL EQUIPMENT
OF THE
BURLINGTON ROUTE.

The whole Equipment of the Burlington Route is First-Class. The Roads forming the Line have been thoroughly built, and Passengers traveling thereon can confidently depend on

GOOD TIME, COMFORT, AND PERFECT SAFETY.

AS A SAMPLE OF THE
STYLE OF BRIDGES,

BELOW IS GIVEN A VIEW OF THE



INTERIOR OF IRON BRIDGE across the Mississippi River at Burlington.

The VIEW is a correct one, having been taken from a PHOTOGRAPH, and is in keeping with the

GENERAL EQUIPMENT OF THE LINE.

THROUGH TRAINS

MAKING CLOSE CONNECTIONS

WITHOUT CHANGE OF CARS.

ONE OF THE PRINCIPAL FEATURES OF THE

BURLINGTON ROUTE

Is the fact that the passenger taking that Line is liable to less
Changes than on

ANY OTHER ROUTE TO THE WEST.

1

From CHICAGO Through Coaches are run to Kansas City, St.
Joseph, Leavenworth and Atchison, and

THROUGH COACHES AND PULLMAN SLEEPERS

To Omaha, Council Bluffs, Nebraska City, etc., making close connections for Lincoln, Denver, Salt Lake, San Francisco, etc.

2

From CINCINNATI and INDIANAPOLIS Through Coaches are
run to Omaha, etc., making close connections at
that place for points on the

PACIFIC ROADS AND COAST.

At BURLINGTON with Through Coaches to Kansas City, etc., and
at Plattsmouth with Through Coaches to Lincoln, etc.

PULLMAN SLEEPERS

Also run from Cincinnati and Indianapolis to Burlington, connecting
with Through Coaches and Pullman Sleepers to the West.

3

From COLUMBUS and LOGANSPORT

THROUGH COACHES AND PULLMAN SLEEPERS

Run to Burlington, making close connections there with

THROUGH TRAINS TO ALL WESTERN POINTS.

Be careful to ask for, and see that your Tickets read,

"THROUGH BURLINGTON."



ACROSS THE CONTINENT.

THE NEWBERN
PUBLICATION

ITEMS FOR PASSENGERS GOING ACROSS THE CONTINENT.

THE proper train to take from Chicago is the PACIFIC EXPRESS. On this train the Burlington Line runs Through Sleepers to Omaha, and meals are provided on Pullman Dining Cars. Sleeping Car Fares are \$3.00 from Chicago to Omaha, and \$14.00 from Omaha to San Francisco, or about \$3.00 per day.

Pullman Sleepers run over the Burlington Route and Union Pacific Railroad from Chicago to Ogden; from Ogden to San Francisco, Central Pacific Sleeping Cars are run.

Rates on Baggage are 100 pounds free to every adult passenger, and 50 pounds for every child; on Extra Baggage the rates are \$15.00 per 100 pounds, from Omaha to San Francisco. Colonists and passengers with large packages, household goods, etc., should ship by Freight, the rates being \$5.25 per 100 pounds.

Rates of Fare from Chicago to the three leading Pacific cities are:

TO	1st Class.	2d Class.	Emigr't	Time.	Distance.
SAN FRANCISCO.	\$118.00	\$85.00	\$62.00	124 Hrs.	2,497 m.
DENVER.....	61.00	49.00	39.55	53 "	1,116 "
SALT LAKE....	99.70	79.90		79 "	1,563 "

On the Union and Central Pacific Roads meals are obtained at regular Eating-Houses. A lunch basket is, however, a welcome addition on the Route. Only *one pure passenger train* runs daily from Omaha through to San Francisco. This leaves every morning, Sundays included, at about 11:00 A. M., one hour after the arrival of the Burlington train from the East.

Passengers holding Second Class Tickets ride in good coaches on the Express train, making the same time as First Class, but do not have the privilege of using the Sleeping Cars.

For route across the Continent see opposite page.

TICKETS.

IF that talented philosopher, Michaeli, had been alive in these days of *much traveling*, he would have added to his "Book of Maxims" this bit of useful advice:

"When you are about to undertake a journey, be sure that your tickets read by the **RIGHT ROADS.**"

Occasionally errors will arise, but almost invariably a *Passenger* will be ticketed by the line that he asks to be sent over. If, however, he has any doubts on the subject, he can examine his tickets, and the coupons from Chicago should read like those below.

To Omaha.

OVER THE
C, B. & Q. R. R.
FROM
CHICAGO
—TO—
BURLINGTON.

OVER THE
B. & M. R. R.
FROM
Burlington
—TO—
OMAHA.

To Lincoln.

OVER THE
C, B. & Q. R. R.
FROM
CHICAGO
—TO—
BURLINGTON.

OVER THE
B. & M. R. R.
FROM
Burlington
—TO—
LINCOLN.

To Neb. City.

OVER THE
C, B. & Q. R. R.
FROM
CHICAGO
—TO—
BURLINGTON.

OVER THE
B. & M. R. R.
FROM
Burlington
—TO—
NEBRASKA CITY.

To St. Joseph.

OVER THE
CHICAGO, BURL'N & QUINCY R. R.
FROM
CHICAGO
—TO—
BURLINGTON.

OVER THE
BURL'N & MO. RIVER R. R.
FROM
BURLINGTON
—TO—
HOPKINS.

OVER THE
KANSAS CITY & ST. JO. R. R.
FROM
HOPKINS
—TO—
ST. JOSEPH.

To Atchison.

OVER THE
CHICAGO, BURL'N & QUINCY R. R.
FROM
CHICAGO
—TO—
BURLINGTON.

OVER THE
BURL'N & MO. RIVER R. R.
FROM
BURLINGTON
—TO—
HOPKINS.

OVER THE
KANSAS CITY & ST. JO. R. R.
FROM
HOPKINS
—TO—
ATCHISON.

To Leavenworth.

OVER THE
CHICAGO, BURL'N & QUINCY R. R.
FROM
CHICAGO
—TO—
BURLINGTON.

OVER THE
BURL'N & MO. RIVER R. R.
FROM
BURLINGTON
—TO—
HOPKINS.

OVER THE
KANSAS CITY & ST. JO. R. R.
FROM
HOPKINS
—TO—
LEAVENWORTH.

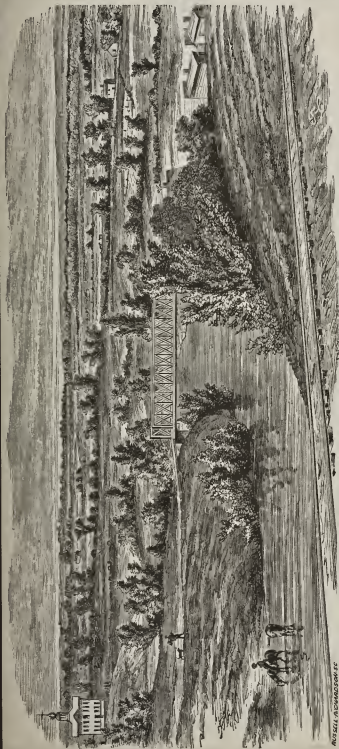
To Kansas City.

OVER THE
CHICAGO, BURL'N & QUINCY R. R.
FROM
CHICAGO
—TO—
BURLINGTON.

OVER THE
BURL'N & MO. RIVER R. R.
FROM
BURLINGTON
—TO—
HOPKINS.

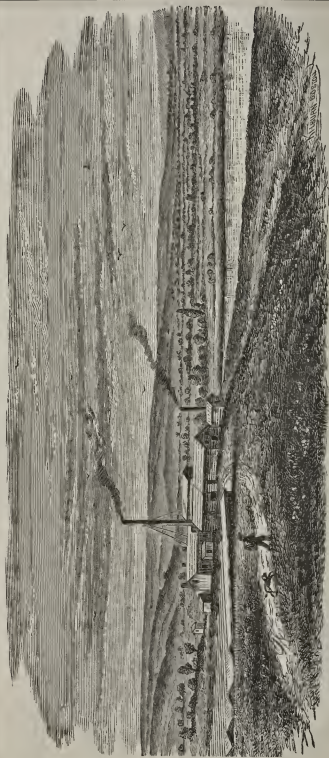
OVER THE
KANSAS CITY & ST. JO. R. R.
FROM
HOPKINS
—TO—
KANSAS CITY.

From Cincinnati, Indianapolis and Columbus, the coupons from *Burlington* should be as above.



SALT CREEK, AT ASHLAND, NEB.,—LOOKING TOWARD THE PLATTE HILLS, FROM THE MILL HILL.
Views of Nebraska Scenery. See page 72.

THE NEW YORK
PUBLISHED



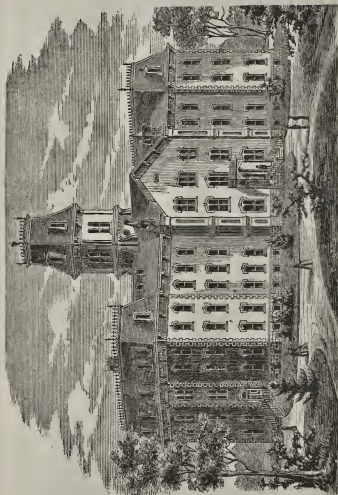
SALT BASIN AND SALT WORKS, AT LINCOLN, NEB.
Views of Nebraska Scenery. See page 72.



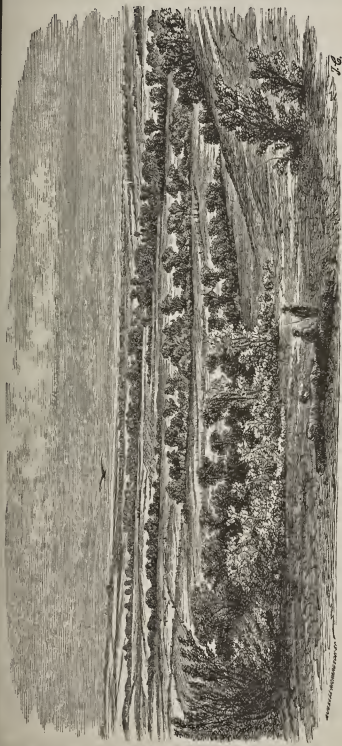
AUSTIN SCHWARTZ

ON THE BLUE, BETWEEN CAMDEN AND CRETE, — CRETE AT THE LEFT, IN THE DISTANCE.

Views of Nebraska Scenery. See page 72.



VIEW OF THE STATE UNIVERSITY, AT LINCOLN, NEB. See page 72.



LOOKING UP THE WEST BLUE, FROM THE FORKS OF BIG AND WEST BLUE, NEB.
Views of Nebraska Scenery. See page 72.

No. 1.—Fishermen on the river bank; its wooded meanders as it turns about for one more last look on its broad intervale. The herders with their herds may be on their way from Texas to Schuyler—though that sort of droves will in future be intercepted by the B. & M. and taken on its cars before reaching Seward. The trees in the foreground mark the course of Lincoln Creek just west of its junction with the Big Blue, the splendid valley of which extends a hundred miles south of this point.

No. 2.—Shows the secret of Lincoln's growth, namely: a thriving back country dependent on it for lumber and other supplies, while yielding it corn and cattle. The artist should have put in more cattle, and a herdsman with his pony and dog to keep the stock out of the unfenced field—then it would have been a better representative sketch of Nebraska stock-raising.

No. 3.—The village here is such as you would expect from the \$15,000 school house on the left. Two churches are in building, and the court-house, newspaper, and bank are more than a year old. The mill, near which the artist sketched, obtains never-failing water-power by a short and low dam. None of the Nebraska views are better worth painting than those here, and no lands are more fertile. In some fields last year the yield of corn was nearer a hundred than ninety bushels on a single acre, while more than eleven hundred kernels grew on a single ear.

No. 4.—Observe on the right the salt spring—saltier than the ocean—ebbing and flowing like it, and forming the source of Salt Creek, which is already utilized for mills, and still salt, when after flowing thirty miles it empties into the Platte River. On the left are some of the vats in which salt is now manufactured by solar evaporation, and will be soon on a much larger scale. In looking at this landscape our backs are toward Lincoln—otherwise we should see more than five thousand people living, where five years ago there were not half a dozen houses. The Capitol, University, Penitentiary and Insane Asylum, as well as three of the hotels, and a dozen of the business blocks, would seem to belong to a town a century old.

No. 5.—“Crete in the distance.” But where do the trees end? and the town—where does it begin? No matter. Enough that we are in sight of a railroad station—with wood enough for fencing, if we care for it—as it is clear that the first comers here did. The house on the right shows the favorite location of a settler. South of it there is a slope where his cattle can bask, and yet be beneath his eye. Nor are brush pockets in the elbows of a stream far away. The old bachelor who is showing the way to a maiden in the foreground—may he persuade her to share his hillside house.

No. 6.—The State University at Lincoln—an excellent and correct picture, too, showing the stable growth of this little city.

No. 7.—The latitude of this landscape is exactly that of New York City, namely, $40^{\circ} 42'$, and it is a view you might well journey from New York in order to behold. The slopes are nowhere too steep for easy tillage; the river is winding at its own sweet will; and its wooded margins, one and all, are rounding angularities into curves of beauty; and the whole is suggestive of that other element of beauty which lies in fitness to good ends.

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